

THE BOTTLE SHIPWRIGHT

The Journal of the Ships-In-Bottles Association of America



"THE ISLAND" BY ERNST REINHOLD, MUNICH, GERMANY
[This model is now at the Japanese Exposition]

NO. 4 1983

THE BOTTLE SHIPWRIGHT is the journal of the Ships-In-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships-in-bottles.

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MEMBERSHIP in the Association is open to any person regardless of ability as a ship-in-bottle builder. For a membership application please write to the editor. Annual dues are \$10.00 for North American members and \$12.00 overseas.

ARTICLES AND PHOTOGRAPHS for publication in The Bottle Shipwright should be sent to the editor at P.O. Box 550, Coronado, California 92118 USA. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material but the Association cannot be responsible for possible loss or damage. The editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. All of your articles will be welcomed. Deadline for submission of material is the last day of the second month of each quarter.

Jack Hinkley, President; Don Hubbard, Editor
Per Christensen, Graphics; Lee DeZer, Distribution

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NOTES FROM THE PRESIDENT



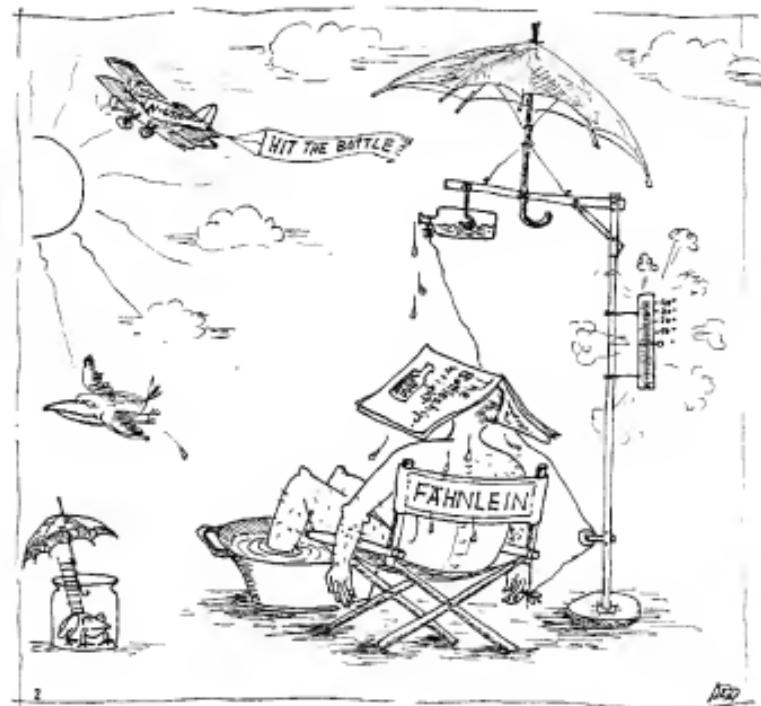
NEWS FROM OSAKA - Mr. Junichi Okada, President of the Japanese Ships-in-Bottles Association tells us that things are shaping up well for the OSAKA EXHIBITION and that they have received 178 models from 14 countries. He also advises that there will be 200 domestic Japanese models in the Osaka show. These latter models have recently been shown in their annual exhibition at the Kobe Maritime Museum (July 17-31) and at the Sony Building in Osaka (August 22-26). Our member VIC CHODDR of San Diego submitted 18 bottled ships to the Japanese show and they received immediate and wide media attention via 4 newspapers and 2 television stations. Vic's models are worthy of such coverage as his is probably one of the world's outstanding personal collections. If you are ever in San Diego don't miss the chance to see his impressive assembly of bottled ships, part of which are continuously on display on board the San Diego Maritime Museum's iron hulled bark, STAR OF INDIA.



SOS-Miss Robin Morris of Oakland, California, whose appropriate logo appears to the left, is one of our members, and as such she will be representing the SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA in the Annual Ocean Arts Exposition of the Oceanic Society at the Hyatt Hotel, Union Square, San Francisco, November 25-27.

Robin mailed an SOS to some of our members and builders for models to help fill the space that she has been allotted. Responses has been good, but she still needs help, so if you can help a lady in distress - mail a model to her. Double pack . . . send via UPS for more gentle handling . . . send return postage and label. If you want to sell or consign tell Robin the asking price. (She will welcome suitable items) Checks will be mailed to you immediately. On all ships please indicate your name and date of completion. Ship the models to Robin Morris, 2033 High Street, #100, Oakland, CA 94602. If you can't send a model make an effort to stop in and see the show and say hello to Robin. How often can you talk to a Robin without climbing a tree?

CARTOONISTS—It appears that ship-in-bottle building isn't the only thing that our ASSOCIATION has going for it. During the recent spell of extremely hot weather in Cooper your President, JACK HINDELEY, when corresponding with master-mug FAHNLEIN in Bad Wurzach, West Germany, decorated the outside of the envelope with an appropriate hot weather cartoon. The return correspondence from him contained his own interesting cartoon (shown below). And John PEP CHRISTENSEN of Denmark, SON HEDDARD of California and myself are the growing list of cartoonist in our organization. And on the more formal side we have WORLD GILE of Philadelphia and RALPH PRESTON, the Square of Wiesbaden, Germany who turn out excellent newspaper drawings. No doubt there are many others whose other talents have, as yet, gone undetected.



NEW EUROPEAN PRESIDENT ANNOUNCED

Mr. Jack Reedow of Sheffield, England whose work and comments you have all seen on these pages, has been designated as the new President of the European Association of Ships In Bottles.

Jack is relieving Max Thouin, of Metzellen, France, of this time consuming and often difficult task which Max has held since 1970. Jack, who recently retired from his trade as a painter, is the author of the book, *MODELING SHIPS IN BOTTLES*. He has spent over 50 years as a modeler and has done extensive research work on the subject of selling ships as an adjunct to the art. During World War II he served for six years aboard warships in the British Navy.

We would like to take this opportunity to wish Jack well sailing in his new position, and to thank his predecessor, Max, for doing a fine job as the founder and first leader of this unique organization.



MR. JACK REEDOW, new President of the European Association of Ships-in-Bottles, with his very complicated and detailed model of the Starboard Meeting.

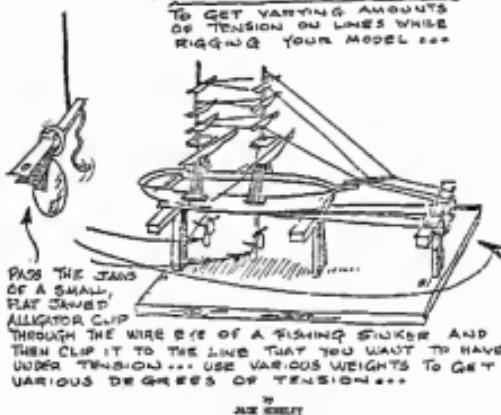


NORWEGIAN ASSOCIATION CHANGES HANDS

VIDAR LUND reports that the General Assembly of the Ships-in-Bottles Association of Norway has elected his associate JAN CRISTH-HANSEN to replace him as president for the coming year. We wish Jan and the new Board of Directors best success in keeping the Association ship shape and in further strengthening relations with their many friends abroad.

A GREAT TENSION GETTER -

**TO GET VARYING AMOUNTS
OF TENSION ON LINES WHILE
RIGGING OF YOUR MODEL ...**

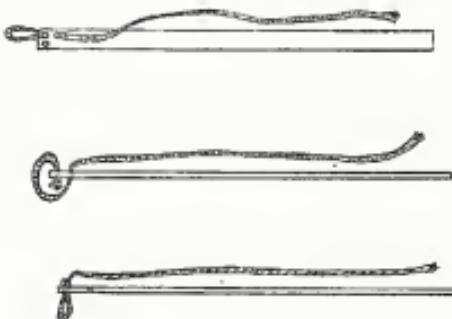


Many rigging stands are solid pieces of wood with the model to be rigged fastened on by a screw or screws. Because of the vast number of rigging threads that I seem to have gotten myself into (in my USS CONSTITUTION had 67 threads leading out of the lightbulb which houses her, for instance) I developed a personal rigging stand consisting of three wooden "T"s mounted on a 9 1/2" square piece of 1 1/8" wide pine board. A touch of white glue, bow and stern, holds the model in place on the left and center "T"s. The righthand "T" stands alone and has several brads set into it to provide spaces for threads leading out of the model and over the "T".

For shorter models I have glued two longitudinal wooden rails, about 1 1/4" apart between the left and center "T"s. Until recently I glued my hull directly over the center of the opening between the two rails. I did not use glue on my present model, but anchored it to the rails with wire twist ties which works with great satisfaction.

In either case, once I have my model mounted on the stand, all of my rigging that comes down and passes through the deck will hang free in the space between the hull and the base of the stand. The purpose of this is to allow me to hang weights on these threads to keep the rigging taught. The use of weights eliminates the requirement to wrap or tie threads to pins, tacks, brads, etc. I use small flat-jawed alligator clips and small fishing sinkers to make my weights. When tension is required I tear an alligator clip, pass the jaws through the eyelet of a sinker and clamp it to the thread. It's fast and easy and simple to use. The same applies to finished rigging which can be kept under tension by running the threads out to the third "T" with the brads on it and clamping on a weight. Alligator clips can be used in many ways - almost like fingers.

Jack Mirkley, Cotopaxi, PA



A SIMPLE GADGET TO HOLD PARTS TOGETHER INSIDE A BOTTLE

by
STE RANG

This gadget consists of a knotted string and a strip of wood, adapted to the size of your bottle, with three holes drilled in one end.

I use this device to hold parts of my models together inside the bottle for manipulation, positioning, blowing together for gluing, etc. By changing the route of the string through any two of the three holes in the wood a long distance clamp is effected that can hold objects at almost any angle. The thing is so simple and handy that I can't help thinking other people must be using it too, but I have never heard or seen mention of it anywhere. It is so reliable that I can't think of any cautions to offer in its use.



A BOTTLE SHIP PEDDLERS WIFE'S LABORS

By

Mandy Naik

I fail to perceive
How he sits so unconcerned about the world
With one thought on his mind
How to get the ship into the bottle void,

The wife's duties are endless,
Like the rope around the windlass,
Cleaning the putty and glue smear on the dining table,
Patching up the coloured paper cut for flags
From the children's Aesop's Fable,

Searching frantically for the hairskin
To find that it is bent into the shape of nine
To adjust some rigging in the bottle, and
Looking for the beads and sequins
And blocking it on the young 'uns
Only to find their silly grin
Before they say, "Papa's bottle" has them in.

The number of times the needles are to be threaded
Are endless and annoying
Yet one finds rejoicing when you wake up
And see a beautiful ship in a bottle on the table
With a note, "Is my wife!"
Is worth all the snuggling and threading.
More than that, it is highly gratifying!

MANDY NAIK
JABALPUR, INDIA



INTRODUCING PAUL R. HAAS, ESBJERG, DENMARK

On the following page it is our pleasure to introduce the first of a three part serial version of the ship-in-bottle pamphlet written by PAUL R. HAAS, one of our active members in Denmark. Paul is a retired chief engineer who served in the Danish Merchant Marine, and he has been regularly building bottled ships for some 25 years. Paul's ships are set in the bottle with the bow facing the base and in that regard his technique is similar to that used by the majority of the builders in Japan. It was in response to some questions by Juji Okada, president of the Japanese organization, that the pamphlet was created. The pamphlet is fun to read and his techniques are both interesting and innovative, proof that there is always one more way to do any job. His efforts will give all of us some new ideas to work with. Thanks Paul!

BOTTLED THE BOTTLE SHIP MY UNTRADITIONAL WAY - PART I

by

Paul R. Hass

Esbjerg, Denmark

PREFACE

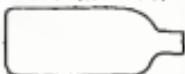
I can't tell you when the first bottle-ship was built-but I can tell you that as long as they have been built they have always been made to the same pattern!!!

They have always been sailing with the fore-stem heading out of the bottle; they have always had masts more or less out of proportion because the masts had to be thick enough to accept a lot of holes for rigging. The running rigging was generally heavy thread or string, and the overall scale was not accurate, as for example the hull, which was too narrow in order to go through the neck of the bottle. Well, that was the way that they did it in the old days - and still do today.

Now, for about 25 years I have had my own technique and have developed it into an art that I wish others could take part in. So go on - try it - it's not so hard - and it becomes easier after the first 100 ships!

PAUL R. HASS

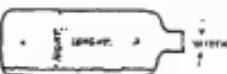
FIRST DRAW A CLEAN BOTTLE,



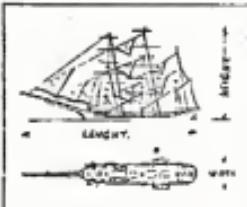
THEN REMOVE THE INSIDE DRAWDOWN.



THEN MAKE 2 MEASUREMENTS OF
THE SHIP YOU WANT TO COPY, OR IF
YOU'D PREFER MEASURE YOUR OWN
SINCE THE WATER WILL FLOW.

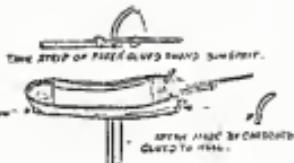
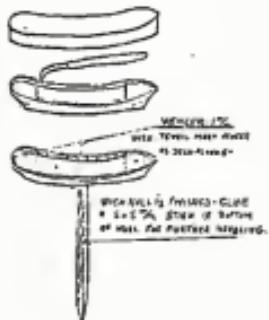
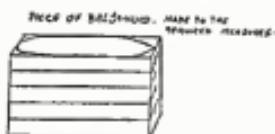


HERE ARE THE DIMENSIONS OF
THE SHIP WHICH CAN BE TAKEN
THE NECK OF THE BOTTLE WITHOUT REMOVING IT.



This difference is just an estimate, the ship
is better drawn by eye.

I HAVE SHOWN HERE HOW I
ALWAYS MAKE 4 OR 5 MODELS
OF THE SAME SHIP. THIS WAY
YOU ALWAYS MAKE SURE
THE MODELS ARE UNIFORM.



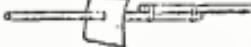
• 電子書架 •

ANSWER: ALL THESE QUESTIONS ARE DIRECTLY RELATED TO THE WORK OF THE FEDERAL BUREAU OF INVESTIGATION. THE FEDERAL BUREAU OF INVESTIGATION IS AN AGENCY OF THE DEPARTMENT OF JUSTICE. IT IS RESPONSIBLE FOR INVESTIGATING CRIMES THAT ARE NOT UNDER THE JURISDICTION OF OTHER FEDERAL AGENCIES. IT ALSO WORKS WITH STATE AND LOCAL POLICE AUTHORITIES TO SOLVE CRIMES. THE FEDERAL BUREAU OF INVESTIGATION HAS OVER 3,000 AGENTS AND SPECIAL AGENTS ACROSS THE UNITED STATES.

卷之三

...and ENERGY at your Home. Call us -

TERMINATE TERMINALIZING FIRST - WITH FAIRLY
CLOUD BURST AND GIVE TO P.D.P.



under TRIP is caused by a cut through the R.
in bone at time 26:44000. The mass then falls



THEY SAYED THAT IT'S ALL OVER AND
EVERYTHING IS OVER - (CARRIED)

I ALWAYS MAKE ALL THE HOLES AT THE SAME TIME - SO THEY ARE READY WHEN REQUIRED.

THICKNESS NEED NOT TURNED OUTSIDE.
SOME COARSE SMOOTHING AS BEFORE - BUT MORE
COARSENESS TO HOLE.



THEY GIVE THE SAILS A CLEAN LINE AND
SMOOTHNESS.



THE WOOD NEEDS TO BE TURNED OUTSIDE -

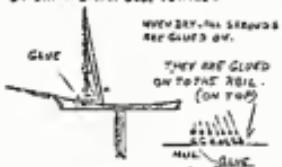


THE SAILS ARE MADE FROM
MATERIALS: BARK, WOOD, BIRCH, COTTON,

THE SAILBOATS ARE MANUFACTURED WITH A LOT OF SKILL
AND THE SAILBOATS ARE TURNED WHILE IN STRETCH
TO MAINTAIN THEIR SHAPE.



THIS IS THE TIME FOR PUTTING PUMICE
ON SHIP - SIMPLY GLUE THEM ON.

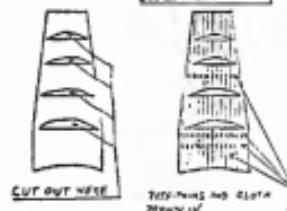
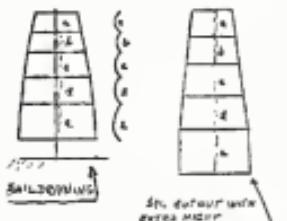


WHEN DRY, THE SAILBOATS
ARE GLUED ON TO THE SHIP.

(ON TOP)

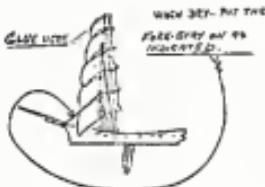
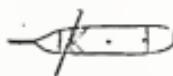
REVERSE
HULL - GLUE.

NOW IT IS THE TIME FOR THE SAIL + USE SMOOTH
PART OF THREE FINE PALETS - REMOVE THE CUT AN
IN UP WHEN SMOOTHING - BUT REMEMBER TO ADD A LITTLE
LINGER AFTER THIS FOR THE CUTTING OF THE LEAD -



PRESS WITH A SMOOTH TWEEZER, OR
OTHER METAL TOOL AGAINST SAIL AND
MOVE BACKWARD AND FORWARD WITH
SAIL LYING ON A SHEET UNDERLAYERS,
UNTIL SAIL CUTTES - COINCIDE WITH THE
HULL PLATES WHICH THE SAIL MEET.

WHEN IT IS TIME TO FITTING THE FORECAST-
START TO GLUE THE TOPSAIL TO THE MAST
IN THE ANGEL YOU HAVE FIT



THEN BEFORE BUILDING ANY FURTHER - THE
FORECAST RAIL IS GOING TO CRUICLY
BEARDED.



WHEN ALL THIS IS DONE - THE MAST MUST CAN
BE GLUED ON - AND THE WHOLE COURSE OF
ACTION GOES ON AS IN THE PICTURE -

THEN THE SAILS FROM THE MAIN-MAST
TOP-SAIL-PIECE IS GLUED TO THE END OF FORE-MAST



WHEN FINISHED WITH THE MAST-PIECE -
THE RAILS MUST BE PUT ON THEM BE WELL -
I DON'T THINK I NEED TELLING HOW THIS IS
DONE. THE GALL IS HALF IN "HOD" - WITH A
SPANNER-BEAM GLUED TO BOTTOM OF GALL
AND GALL TIED ON RAIL - GALL IS WOED
WITH A RODD LIKE THE RAIL-RODE-ROD
BUT THE FINISHED GALL IS NOT GLUED THIS
TO THE MAST-PIECE IN ORDER TO BE ABLE TO GO
THROUGH THE HOLE OF THE GALL - LIVE THIS



WHEN ALL THIS IS DONE, IT IS TIME TO PUT
ALL STUFFS UP - FIRST YOU START FROM
THE FREE TOP-MAST-PIECE - THEN THE
MAM-MAST - THEY OUTER-JOB AND A
LAST THE FLYING-JOB - THEY TO THE
MAIN-MAST-PIECE - TAKE MAST-RODE-ROD
STRAVEL - THE MAIN-RODE-ROD STRAVEL AND
FINALLY MAST-RODE-ROD STRAVEL - AND
MAST-RODE-ROD STRAVEL - AND HOW TO
MAKE THEM FOLLOWING PAGE

ON YOUR WORKBENCHING THE VOSSAGE UP DRASTICALLY
START FROM THE HEDS WITH THE STAY-SAILS
BAIL AND WORK YOUR WAY OUT TOWARD THE END
OF THE SHIPMENT.



NOW YOU CURVE THE STAY-SAILS, THE SAME
WAY YOU DO THE SQUARED-SAILS WITH A CANTIC, AND
THROW ON A DART UNDER-LESTER -

THIS IS TO SHOW YOU WHAT I MEAN -



NOW THE STAYS ARE GLUED ON THE EDGE
OF THE SHIP'S...



TIE THE STRIPS (WADDED THROUGH A SPOT
OF GLUE) THICKLY, THE SAIL AND LET IT...
DRY - PREFERABLY ON A GLASS-PLATE -
WHEN YOU HAVE ALL THE STAY-SAILS AND GLUE
THEM ON THEIR RESPECTIVE PLACES -
WHEN YOU HOP YOUR HOLE, HEAVILY RUMBERED -
THE DURING RUMMING IS THE NEXT -
TIE THAT YOU USE THE DETH GORE-NAR I
HEAVILY SEWNT BLOND - YOU CAN SEW THEM AS
YOU REQUIRE BY LEAVING A HOLE BETWEEN YOUR
HOLE & I CAN NOT EXPLAIN FURTHER HOW
YOU WORK IT OUT - YOU WILL FIND THAT
YOURSSELF - WHERE THE BLOCKS KEEP
THE SHEETS, YOU MAKE A DROPOF GLUE -



...WHEN ALL THAT IS FINISHED, YOU SHOULD
HAVE A SHIP WITH TWO BOTTLES -
YOU WILL PUT FLESH AND MUSCULARITY ON HER
AND THEN THE BOTTLE BANDS BE PREPARED.
YOU KNOW THE HIGHT OF YOUR SHIP, TAKH TAK
HIGHEST HANT TO BOTTOM OF SHIP.

NOW-AFTER HAVING CLEANED THE
BOTTLE INSIDE YOU WRITE A LONG, NARROW
STRIP OF PAPER, WITH ALL THE DATES OF THE
SHIP - UNIN AND WHERE IT WAS BUILT - BY
WHOM OWNED CAPTAIN - TONNAGE - SIZE -
HOW IT ENDED IT'S DAYS - INN WRECKED -
HOW AND WHERE END WHEN -



HINTS FOR BETTER BUILDING AND OTHER GREAT IDEAS

1. NEW MATERIAL FOR THE SEA - Because putty presents problems with drying, mixing with color and smearing of the inside of the bottle, STEVE SAWA (Beverlyfield, CA) suggests trying paper mache'. This material is ground up paper and is obtainable from most art stores. It mixes well with watercolor pigment and being water based causes far less of a problem when inserting into the jug. He repeats that it adheres well to the sides when dry.
2. PLUMMET FISHER (Sun City, AZ) sent in a version of a chapter on ship-in-bottle building which appeared in a 1934 book, THE MANUAL OF SHIP MODEL MAINTENANCE, published by The Popular Science Publishing Company. The chapter was a reprint of an article by Captain E. Ambridge McCann. Of particular interest was his direction to hollow out the bottom of the hull, a technique described by Jack Hinckley in Bottles Underlight 2-63. Also described is a method for "bumping" wrinkled paper sails inside the bottles using a steel wire which has been dipped in boiling water to dampen the sail, then reheating the wire on the stove - just enough so that it will not burn you - to re-iron the damp sail to straighten and dry them.
3. FRANK SKURKA (Seaford, NY) writes that he prefers nylon thread for his rigging "because it is stronger, does not have that fuzzy look and can be found in the colors needed." This type of thread is not normally available in the usual dry goods, sewing or notions stores. Instead he suggests going to the local fishing tackle shop and purchasing rod whipping "silk" which is actually nylon. A 100 yard spool, retails for about a dollar. For those who do not have a tackle shop nearby he suggests writing to Gudebrod Brothers Silk Co., Inc., Philadelphia, PA. 19007. Frank also recommends white Birch applicators for the spars. These are used by the medical and dental professions and are essentially swab sticks without the cotton. They are made of northern white birch 3/32" in diameter and six inches long. Local drug stores and medical supply houses stock these 72 dozen to a box at very reasonable rates. "I assure you", writes Frank, "one box makes a lot of masts and posts!"
4. Also concerning the rigging, FRED BROWNFIELD, (Daly City, CA) suggests using fly tying thread. Extremely thin and strong, he repeats.
5. JAMES H. CANTRELL, (Royal Oak, MI) mentions that he has found Mini Drill #6-2037 from Radio Shack (Price \$2.98) ideal for drilling small holes in masts, bowsprit, etc.
6. JACK HINCKLEY uses DAP putty for his "seams and found that it caused the glass to "cloud over". HAROLD GILE (Philadelphia, PA) correctly diagnosed the clouding as the residue of the "volatiles" decomposing, but the solution came from Jack's brother-in-law, a chemical engineer, who suggested putting a piece of activated charcoal into the bottle for a week or more to soak up the gasses. Activated charcoal can be made by taking a piece of charcoal (not briquets) from any fireplace and heating it in the oven at 200 degrees for 2 hours. Jack now incorporates a piece of this material into the seams of each of his bottles (light bulbs for him), and the problem has been solved.

7. ON INSURANCE-(From the USS Constitution Model Shipwright Guild of New England Newsletter-George Kalmer, Editor) Many modelers who have a Home Owners insurance policy, or a Tenant's insurance policy are under the impression that those policies cover their models . . . which is at best a half-truth. Technically, models are personal property and are covered . . . but without both photographs and a certified appraisal certificate as documentation, you might receive only a few hundred dollars settlement for lost, stolen, or damaged models that are actually worth several thousand dollars. (Bottom Shipwright Editor's note: See your insurance broker to insure proper coverage.)

ABOUT THE PAPERMAINT

JACK HOMLEY was born and raised in the City of Pittsburgh, Pennsylvania, one of the world's busiest inland ports. Unlike some of the places where our members live, Pittsburgh is not a city where tall masts reach up to the sky even though vessels of that type were once built in the early shipyards of the city. Pittsburgh's ships are flat bottomed river steamers, workboats. If you will, designed to move the commodities and commerce of the of the seas on the three rivers, the Allegheny and Monongahela, which join at the city to form the mighty Ohio. Today Pittsburgh's riverboats are diesel powered, fast hulls propelled and have replaced the romantic old steam-driven,慢吞吞的, chuffing, abernethudas with which Jack shared the water when he was a young falls leeching to sail. Jack's mentor and teacher in those days was his Sea Scout skipper, a tough but lovesick old man who had been around Cape Horn in sail three times before he had reached the age of 13 and who, at one time, had been the prisoner of the famous World War I German sea raider, Count Felix von Luckner. The lessons taught by that old Dame came hard, but a love of the sea and ships became deeply rooted in Jack during those years and has been carried forward in his enthusiasm for modelling of ships-in-bottles.

For a brief period Jack was a welder at a Pittsburgh shipyard and he served during World War II in a special port security branch of the United States Coast Guard.

Jack's interest in ships-in-bottles was born when a member of his Boy Scout Troop showed up one night with a rough medicine bottle with a crude ship in it. Jack figured that if this other lad could build a model of this type he could too, and he did. He still has this first piece of work as evidence, sailing along in her paraffin sea.

The transient life of an airline employee does not always lend itself to having a "safe shop" so prosecution waited until 1976 when Jack "hit the bottle" again after major heart surgery, and he has been going at it ever since. Needless to say, the contacts made with other ship-in-bottle builders through membership in the Association have greatly increased his interest in this traditional nautical art and given him the welcome opportunity to meet and correspond with other builders throughout the world.

Jack retired from NORTHWEST AIRLINES on November 1st, 1982, after 27 years service, and lives in Cenocopia a suburb of Pittsburgh, with his good wife Dodie. He can either be found batting little white pellets around the golf course or carefully constructing another small ship for a waiting bottle or light bulb.

SMALL SCALE PLANS LISTINGS

In response to Bill Christian's suggestion that we compile a listing of sources of small scale plans, Jim Davison (Royal Oak, MI) sends the following:

"THE SMITHSONIAN COLLECTION OF WARSHIP PLANS"² This is a catalog of warship plans, orthoclines drawings and ship model photographs. Many plans of Howard Chapelle, William Geoghegan, Harold Underhill and others are listed. The bulk of the plans span the period from the mid-15th century to the early 1800's. Orders for the catalog should be sent to Division of Naval History, National Museum of American History, Smithsonian Institution, Washington, DC 20560 USA. Price unknown.

"THE HISTORY OF AMERICAN SAILING SHIPS"³ by Howard Chapelle. This book has been reprinted and is available from E.T. Preston & Son, Inc., Main Street Wharf, Greenport, NY 11744. Price is \$9.95 plus \$1.75 for mailing and handling, which is a good buy as this book was originally published at \$18.50, according to Preston.

"SECRETS OF SHIPS IN SCALLES"⁴ by Peter Inshore. This book is available from the Ship Builders' Shop, P.O. Box 441, Menominee Falls, WI 53051. Price is \$4.95 plus \$1.50 for shipping and handling (\$2.75 for foreign orders.)

"NEW PRIMER OF MODEL SHIPBUILDING"⁵ by P.M. Wright. This book contains, among other things, plans for SEA VENTURE and ARIEL and was published in 1962. Believe it is now out of print, but it was published by G. Van Nostrand Co., Inc., 120 Alexander Street, Princeton, NJ.

"SAILING SHIPS RIGS AND RIGGING"⁶ by Harold A. Underhill. Contains 33 sail plans and descriptions of famous vessels plus an appendix listing better than 80 sailing plans specially drawn by the author to scales suitable for model construction. Published by Brown, Son & Ferguson, Ltd., Nautical Publishers, 52 Queenly St., Glasgow, Scotland G1 2SG. Price unknown.

CHRIS HAIR (Jabulpur, India) also wrote about an Australian magazine called, "Hemispheres", Vol 25, No. 2, Sept/Oct 1980, in which there appeared a seven page article with plans, called, THE GREAT CANALS OF THE PACIFIC, by one David Landa. This magazine is published by the Australian Government Publishing Service by Ruskin Press, 552 Victoria Street, North Melbourne, Victoria 3210, Australia. In the US the magazine is distributed by the International Library Service, 432 Park Avenue, South, NY 10016. You might be able to obtain a Xerox of the article by checking with your local library who may have a tie line with this service.

THE NAUTICAL RESEARCH JOURNAL, published by the Nautical Research Guild, 5453 Dahlonega Road, Bethesda, MD 20816, is also an excellent source of plans and descriptions of ships of every type and sea. If you do not know about this organization and are interested in marine history, ship modelling and other nautical knowledge then you have been deprived of very valuable source material. Annual dues are, \$13.00, U.S. \$17.00, Canada \$21.50, Europe, Japan and the Far East, \$24.00. Highly recommended. DON MARSHAL, EDITOR





ROBIN MARRIES (Oakland, CA) presently our only lady member and to whom we apologize when we printed "WHY IS A SHIP CALLED A SHE?" in BOTTLE SHIPRIGHT 3-83, added her own rejoinder to that article. Says Robin, "Why didn't you add the line, 'Once a man has fallen in love with her, he's a slave for the rest of his days!'"

BILL HESKE (Cold Spring Harbor, NY) also called about the above article and tells us that we forgot to add "Her rigging costs more than the hull!"

RANDY MARTINSONE (Glengary, Montana)-Those of you who received Bottle Shipright 1-83 will remember Randy's comments on using mineral oil as the "water" surrounding his "Russian ship-in-a-bottle". He writes to say that in the year since he completed the model there is little change other than a slight fading in the brown paint on the ship, with the oil obscuring the color. The slight brown oil tint makes the water look more realistic. Randy also sealed the bottle with a cork dipped in liquid stabilized resin to prevent leaks, and this is working remarkably well as a sealer.

RALPH PRESTON (Winona, WI) Ralph builds full size models in extremely large bottles and he has assembled a slide illustrated talk on his techniques and special tools which he has delivered at many prestigious institutions both here and abroad. (In 1982 we were fortunate to have him give his presentation to the public twice daily, for a week, on board the Star Of India during the North American Ships-In-Bottles Exposition).

In a recent letter he tells us that he was able to visit Europe in June, this year, where he spoke at Oxford in England, and at both the German and Swedish Maritime Museums. In Germany reports of his talk were well publicized in the newspaper, and in Sweden he was made a member of the Swedish Ships-In-Bottles Society. While in Holland Ralph stopped by to visit Autrey Dunning, editor of Congress Card, the Journal of the European Association of Ships-In-Bottles, and in England he met John Burden and was able to see some of his beautiful works.

Ralph is one of our active ambassadors and if you have a chance to take in one of his talks be certain to do so. It will be both an enjoyable and educational experience for you. We will try to keep you posted on his future lecture schedule.

JUICIO OKADA (Osaka, Japan), the President of the Japanese Ships-In-Bottles Association reports that as of August 1st about 170 models from various countries have been received for the Japanese exposition. Regrettably, five were damaged during shipping "due to insufficient packaging" but most were remarkable by Japanese builders.

Those of you who do not know Juicjo can not appreciate the almost impossible tasks he has taken upon himself on behalf of this show and ships-in-bottles in general. He has not only been the coordinator of the international show, but has become editor and writer for the book which the Japanese are producing. In a recent letter to Jack Hickley he writes, "I am struggling with over 1000 sheets of color and monochrome photographs from which I must select and edit as well as calculate the size of each enlargement." Then, in the same letter, "I am very busy as we also held our annual exhibition in Osaka the 22 of August". And with all this going on he keeps up his correspondence with builders all over the world and produces the Japanese magazine, SHIP BOTTLES. We all owe him a debt of gratitude and admiration for his efforts.

VIGAR LINN, Past President of the SHIPS-IN-BOTTLES ASSOCIATION OF NORWAY, tells us that the Norwegian group shipped 40 models, representing the works of twenty members, to the Osaka exposition. They sent the models by air freight via Scandinavian Airlines at almost no cost thanks to the Norwegian Ministry of Foreign Affairs who felt that this was an excellent opportunity to promote Norwegian culture and traditional handicrafts abroad.

GEORGE FULFIT, who many of you saw bottling a ship in the Canadian TV documentary, "STUCK AS SHE GOES" has been independently located by members JAMES CARTERON and JACK HOMLEY. The National Film Board of Canada kindly answered both their requests for George's whereabouts and through their efforts he has now become a member of our group.

INFORMATION WANTED - Member GEORGE P. HOSKIN has written to ask: "Does anyone in our group have detailed information on the rigging of the mainmast on Cutty Sark Clippers including the correct terminology for the "gaff" or "mizzen pole" that seems to be used to lift the main topsail?"

EDITOR'S NOTE: In the latter case I think the correct term is Main Topmast Yard. I would appreciate hearing from anyone who has more authoritative information, but if you want to write to George directly his address is 9708 Larchdale Drive, Silver Spring, MD 20901.

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Al Daly, 7220 Gomerbrook Rd., Paramus, NJ 07610
James R. Davison, 1928 Wickham Ave., Royal Oak, MI 48207
George Fulfit, 28 Anley Park Road, Ingersoll, Ontario, N6A 4C1 CANADA
William C. Knell, 546 Woods Lane, Grosser Peine Lane, NJ 08233
Jack F. Mathew, 889 Oak View Circle, Lafayette, CA 94549
Clifford T. Prusinski, 1870 Elizabeth St., Schenectady, NY 12303
Klaus Reuter, Moltkestr. 14, D-8000, Munich 40, WEST GERMANY
Roland E. Risard, 177 West Hollis St., Nashua, NH 03060
Steve Sene, 3105 St. Marys, Bakersfield, CA 93305
Hugh Simpson, P.O.Box 1646, Saanichton, British Columbia, V8N 3A0, CANADA

CHANGE OF ADDRESS

Gary Frank, 499 Southgate Drive, Greenwood, IN 46142
George K. Marzor, 2201 Washington Irving, Ft. Lauderdale, FL 33391
Randy Martinichka, P.O. Box 1300, Basler, UT 84713
Charles K. Raw, 5379 Price Ct., Bremerton, WA 98323
Robert C. Zink, Rt. 1, Box 110, Cashmere, WA 98815



EDITORS NOTE

AN OPPORTUNITY TO JOIN THE EUROPEAN S-I-B ASSOCIATION

Since many of you might like to receive additional ship-in-bottle information I have contacted my friend, AUDREY DUNNING, Editor of COMPASS CARD, the magazine of the EUROPEAN ASSOCIATION OF SHIPS-IN-BOTTLES, to ask about their subscription rates. Audrey has assured me that he would warmly welcome any of you who might like to join his organization and I would like to add my own recommendation to that. Compass Card is published quarterly in English, and like our magazine it contains original membership contributed photos and articles relating to our specialized art. On occasion I am able to reprint articles of general interest from Audrey's magazine, but there is much that does not reach our pages and which many of you might enjoy. So if you are interested the annual dues are \$10.00, and this together with your name, address and date of birth, should be sent to Audrey Dunning, Editor, Gasterland 14, 3524 CA, Utrecht, HOLLAND.

CONCERNING CONTRIBUTIONS TO SHIP-IN-BOTTLE

Before the North American Association became a separate entity I used to add my notes to COMPASS CARD, for distribution to the North American mailing. On one such occasion I made an appeal to the members for articles and photographs to give them some ideas on subject matter. Since that time we have had a large increase in membership and I would like to update and reprint that appeal.

WHAT CAN YOU DO TO ASSIST?

We have all come up against problems unique to our style of building ship-in-bottles, and we often have to solve these problems by developing techniques of our own or by modifying techniques given to us by someone else. Why not pass this information along to the rest of the members? Believe me it is not too minor to be of value to someone who may be scratching his head over the same thing thousands of miles away.

Perhaps you can tell us of a good source for plans of ships, or send us a photo of a ship you have built and perhaps mention its significant history. Do you know any good sources for bottles? Do you have any special techniques for getting the sea bottom; what other materials have you tried for the sea and what difficulties have you encountered? Do you have a different way to mount your finished models, and if you sell your models perhaps you could tell us of your experiences in merchandising and pricing your wares. We can use cartoons on the subject, either from your local paper or an original of your own, or even an idea for one. Have you had your models on display, and if so how many and where? Have you visited any interesting museums? Can you answer questions sent in by members or do you have some that you might like to ask? These are just a few ideas. The list of possibilities is endless if you just give it some thought, and the input is truly needed.

You need not have your material in perfect form. Send us the ideas (see inside front cover for address) and I will smooth them up when I type them and redo any drawings if needed, what better incentive can I give you? And to all of you my sincere thanks in advance!

ON MAILING

Lee DeLoan has taken over the chore of mailing our magazine, and with copies going to something like 14 countries, most with special mailing rates, quite a chore it is. You overseas members may notice that your copies are always stamped "PRINTED MATTER" and that is because the rates for that class of mail are substantially lower. But the "Printed Matter" category also prohibits including personal letters or notes in the envelope, so where we often used to include a small "Hello there! etc." that friendly gesture has had to be eliminated. Instead, I am plugging away at the mail pile trying to get separate notes to the many of you who write or send contributions. Meanwhile, know that all your communications are very welcome to me and useful to our magazine.

DON HUBBARD



COLOURED SAILS OF EARLY BRITISH COASTAL CRAFT

by
John Budden

In this country many of the localized coastal craft could be identified by their distinctive coloured sails. I am not certain of the mixture used to stain the sails of the Thames barge, but the Norfolk Wherry, for instance, had black sails derived by applying a mixture of tar and herring oil as a preservative after the original white sails had had a chance to stretch a bit. The substance was applied at yearly intervals on alternate sides of the sails. As a result of this sail colouring the wherries became known as the Black Sail Frasers.

Another example, this one with brown sails, was the Herring Drifter of the English East coast. In the Yarmouth area these were dressed with a mixture of horse grease, yellow and red ochre and sea water. (I'm not sure whether "horse grease" is something used on horses or from dead ones!)

Nowadays all of the preserved and restored vessels carry sails of coloured nylon for obvious reasons.

JOHN BUNNEN, Peasey, England

Editor's note: In the August, 1982 edition of Sea History Magazine a caption under a painting of a Thames Barge says that the sails were treated with a mixture of "red and yellow ochre, linseed oil, cod oil and sea water."



Two bottle models by VIDAR LUND, Oslo, Norway, copied from a newspaper clipping. The larger bottle shows a Norwegian full-rigged ship under-packing a Swedish steamer and the small bottle a ketch with cat



The Norwegian Fjordgantane, LEON, which was built in 1888 by the famous ship builder and designer, Gallein Archer of Trondheim, Norway. The LEON founded on the North Sea in 1885, funded by VIDAR LUND



FRED AND ISABELLE, presenting their model of the British iron-hulled bark, SHIR OF INDIA. The model has been donated for the museum's permanent collection. Fred and Isabelle made the long drive from their home in Daly City, near San Francisco, to make the presentation.



The bark, SHIR OF INDIA, by FRED HORNHORST, as presented to the San Diego Maritime Museum.



AMADEUS III, THE JADE DUST BOTTLE
by JACK HINDELEY, (Corona del Mar, CA)



Bottle showing REC, LONDON, a 104 foot aluminum-hulled motor sailor in front of the glaciers in Glacier Bay, Alaska, 1.5 liter wine bottle, by GUY HUBBARD



CHARLIE AARV of Bartlesville, Okla., built this beautified model of Martin J. Wenzel's 54' Hargrave Offshore Sportfisherman in a 1000 watt made photo flood light. Details include a deck rug under the cockpit rail and a glass of scotch on the flying bridge. She was built on five mac-tacors hull, main cabin, flying bridge, bilge, loop, and out-riggers. The brass threads on the bulk were not removed. Access was gained by removing the hatchlight insulation only.



SS PENNIMAC by SBU RING, Pensacola, Florida



A Norfolk wherry by **JOHN BROOK**, Ramsey, England (See John's article page 16). Most of these small boats had detachable keels to allow them to return to base in the shallow headwaters of the rivers, etc. The keel was detached, engine the hull, dropped and then later retrieved and hung under the boat for reboating. A good wherryman could do this and only allow a couple of buckets of sea water aboard in the process.



American Flag by **SBU RING**, Bakersfield, CA



KURT REINHOLD (Kielch, Germany) at work on one of his many models.



The **SANTA PARTY** by **KUNO HUEBER**



JACK REHBERG'S SELF-PORTRAIT
In 1 liter Domino bottle, the airship ship has 23 yards and is in a 1/2 inch diameter penicillin bottle. Details on table include a sun, horizon, clouds, sunburst and ocean.



Diorama showing the Shamus Spiritball Garge, **SHAMUS**® and a Thema today sailing on opposite banks nearshore, by **JOHN BURGESS**